

I. Finality of the Rejection

Applicants respectfully request the withdrawal of the finality of the rejection. The lengthy Israni, et al, reference, U.S. Patent 6,438,561 B1, was newly cited in response to the amendment filed September 19, 2003 and has not been previously mentioned in earlier issued Office Actions.

II. Anticipation Rejection based on Israni, et al

Claims 1 to 10 were rejected under 35 U.S.C. 102 (e) as anticipated by Israni, et al, U.S. Patent 6,438,561 B1 (henceforth called "Israni" below).

Israni discloses a method of using vehicle traffic information transmitted by radio to a vehicle. As Israni has correctly recognized, the RDS-TMC traffic messages for route calculation transmitted by radio are not usable without more by a vehicle navigation system, since the location codes of broadcast traffic messages are different from the location codes of a digital map, which is used in a vehicle navigation system (column 2, lines 15 to 30, of Israni).

To solve this problem so that the navigation system can use the information in the traffic messages Israni teaches that "location codes" of the traffic message should be correlated with corresponding geographic map data, especially street sections, of a digital map stored in the vehicle navigation system by means of "location reference records" (column 2, lines 40 to 49). Furthermore the "location reference records" are stored in a "geographic database used by the navigation system". In preferred embodiments they are stored in the navigation system memory device.

The structure of a broadcast traffic message received according to "Israni" is shown in figs. 1 to 3, especially fig. 3, of the Israni reference. The traffic message 50 of fig. 3 according to Israni includes an event description 50(1), location information for the event 50(2), direction information 50(3) and extent 50(4). Also information including duration of the event, detour information and other information can also be included in the TMC traffic information. However this latter information does not include the additional location information as claimed in applicants' amended claim 1 (see part c of amended claim 1 of the amendment filed September 19, 2003).

Applicant adds an additional header 12 to the standard traffic message (step a, amended claim 1). This additional header 12 "can contain information regarding how many additional information portions 14, 15, 16 follow the basic TMC traffic message". See page 8, line 15, and following, of applicants' specification. Thus applicants' traffic message with the additional header 12 is expandable to include more information than the standard TMC traffic message.

Furthermore according to amended claim 1, part c, the additional location information is optionally provided in the portions 14, 15, 16 in order to add and/or change the first location information provided in the standard TMC traffic message. The basic purpose of applicants' invention is to provide a digital traffic message transmission method for changing place names or to transmit additional place names, which were not originally stored in the memory of the vehicle. For example, if a street has been recently renamed on which a traffic jam is occurring, the additional header 12 can signal the presence of an additional

record or information portion 15, which includes the new street name and correlates it with the older street name that is present in the memory of the navigation system (see page 3, lines 11 to 15, of the applicants' U.S. specification; also see the last two lines of part c of amended claim 1).

→ Israni never discloses an additional header, which can signal the presence of additional records that include data modifying location information, such as street names, in the standard traffic message following the additional header.

As described in connection with the additional figures 14 to 16 of Israni in columns 21 to 25, the correlation of location codes of broadcast traffic messages with the location codes of the digital map of the navigation system takes place by means of "location reference records". The "location reference records" are preferably stored in memory in the vehicle navigation system. In that case the method of Israni never suggests or describes a method of modifying location data, such as street names, stored in the memory of the vehicle to account for changing place names or other changing location data. Citation of a particular paragraph or section of Israni by column and line number is respectfully requested if this latter statement is considered to be incorrect.

In the case of embodiments in which the "location reference records" are stored remotely from the vehicle and transmitted to the vehicle via a radio interface or the like, there is still no disclosure in Israni regarding methods of modifying data to account e.g. for changes in street names and the like. The main method claim 1 of Israni does not mention including any additional data records along with the standard traffic message to signal the presence of optional

records including location data changes and/or data as claimed in part c) of claim

1.

For example, claim 18 for the geographic database in columns 28 –29 of Israni states that data entities of the first type associated with geographic features, such as a road network, are correlated with data entities of a second type derived from location reference numbers of the traffic message so that the navigation system utilizes the information provided by the traffic message. However Israni does not describe a method of updating the geographic features in the database for changes in e.g. the road network by means of optional data added to the traffic message. An analysis of the method claims of Israni results in a similar conclusion.

It is well established that each and every feature of a claimed invention must be disclosed in a single prior art reference in order to provide a valid basis for an anticipation rejection based on the disclosures in the single prior art reference, such as Israni. See M.P.E.P. 2131.

Israni does not disclose or suggest providing an additional header 12 signaling optional additional records indicative of changes in the location information provided in a standard traffic message following the additional header 12.

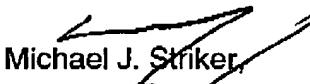
For the foregoing reasons withdrawal of the rejection of claims 1 to 10 as anticipated under 35 U.S.C. 102 (e) by Israni, et al, is respectfully requested.

Furthermore due to lack of sufficient suggestion of the modifications of the disclosures in Israni, applicants respectfully submit that claims 1 to 10 should not be rejected under 35 U.S.C. 103 (a) as obvious from Israni, et al.

Should the Examiner require or consider it advisable that the specification, claims and/or drawing be further amended or corrected in formal respects to put this case in condition for final allowance, then it is requested that such amendments or corrections be carried out by Examiner's Amendment and the case passed to issue. Alternatively, should the Examiner feel that a personal discussion might be helpful in advancing the case to allowance, he or she is invited to telephone the undersigned at 1-631-549 4700.

In view of the foregoing, favorable allowance is respectfully solicited.

Respectfully submitted,


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